

The logo features a stylized graphic of a building with three vertical bars of increasing height, followed by the word "TORONTO" in a bold, sans-serif font. To the right of "TORONTO" is the text "STAFF REPORT" in a smaller, bold, sans-serif font.

TORONTO STAFF REPORT

June 30, 2000

To: North York Community Council

From: Director, Community Planning, North District

Subject: Final Report
Official Plan Amendment Application
1100 Sheppard Avenue West
584952 Ontario Limited
UDOP-99-38
Ward 8 - North York Spadina

Purpose:

This is a report on the appeal by an applicant of an application to amend the Official Plan for the property known as 1100 Sheppard Avenue West to permit a mixed commercial residential project with a FSI of 4.5. Because this matter has been appealed to the OMB, this report recommends that the City Solicitor be authorized to bring forward City Council's position on these matters at the hearing which is not yet scheduled.

Recommendations:

It is recommended that:

1. The City Solicitor seek approval of the Official Plan Amendment for 1100 Sheppard Avenue West at the Ontario Municipal Board in relation to the appeal, substantially in accordance with draft Official Plan Amendment described in Schedule "A" attached to this report.

Executive Summary:

The applicant has applied for a site-specific amendment to the Official Plan for a mixed commercial residential project at a FSI of 4.5. The site is currently designated "Industrial" and contains a retail furniture warehouse. A comprehensive analysis of built form and transportation for the Allen Road and Sheppard Avenue West intersection has been undertaken with the conclusion that this site should be permitted a mix of commercial residential uses at a density 3.0 FSI and be designated Mixed Use (MU). Although a mix of residential, commercial office and retail development would be permitted close to the Downsview Subway Station, a buffer zone

from the industrial area to the north and west is recommended. The Official Plan Amendment includes policies on built form, transportation, public art, pedestrian circulation and implementation. No site specific rezoning request accompanied this application.

Background:

In 1988, North York City Council adopted a site specific zoning by-law for this site to permit the construction of an office/retail/warehouse complex consisting of a nine storey office building at the Allen/Sheppard corner, stepping down to three storeys along the Allen Road frontage and three storeys along the north property line at a density of 1.1 times the area of the lot. Only the three-storey retail/office component along the north property line has been constructed.

City staff in consultation with an outside planning consultant, local residents, businesses including the applicant, and the Ward Councillors have developed the Allen/Sheppard Urban Design and Development Framework Study which consists of built form, public realm and streetscape guidelines for the lands at the Allen/Sheppard intersection. The Study started in March 1999, and there were 8 meetings of the study group and one large community consultation meeting. City Council at its meeting of June 7, 8, and 9, 2000 adopted the report on the Study and further requested that:

“The height limitations of the north-west quadrant (Idomo Site located on the north-west corner of Allen Road and Sheppard Avenue West) be 45 metres, at the apex and stepping down in height towards a northerly and westerly direction.”

In December 1999, 584952 Ontario Limited, the owner of 1100 Sheppard Avenue West (the Idomo site) submitted an Official Plan Amendment application to permit a mixed commercial residential project with a FSI of 4.5. In February 2000, it was appealed to the Ontario Municipal Board.

Comments:

Site Description

The subject 4.35 ha (10.75 acre) site, municipally known as 1100 Sheppard Avenue West, is located at the north-west corner of Allen Road and Sheppard Avenue West. The site currently contains a three-storey building used for retail and office uses at the northern portion of the site, the south end of the site is vacant.

To the north of the site, along Allen Road, are a number of 1 storey industrial-commercial buildings. To the west, along Sheppard Avenue, there are a number of retail malls.

To the east, at the north-east corner of Allen Road and Sheppard Avenue, is the north pedestrian access to the Downsview Subway Station and a number of commercial properties. Further to the north-east is a residential neighbourhood of single family houses and Wm. Lyon Mackenzie High School.

The south-west corner of the intersection is the former Downsview military base. These lands currently contain DCIEM (Defence and Civilian Institute for Environmental Medicine), and old hangar buildings currently used by Ministry of National Defence. Further south is the Bombardier (de Havilland) plant and runway and further west is the proposed national park, Parc Downsview Park.

On the south-east corner is the main Sheppard Subway Station entrance and TTC bus terminal. Further south is vacant land. The City owns the entire 29 ha. (71 acres) site. These lands and the lands on the south-west corner are subject to the Downsview Area Secondary Plan. They are part of a Further Report that proposes modifications and amendments to the Downsview Area Secondary Plan to introduce a mix of commercial/residential and residential uses on the City owned lands and a mix of commercial /residential and a mix of commercial use on the south-west corner.

Proposal

The proposal is to amend the Official Plan policies for the site to permit a range of commercial and residential uses up to a FSI of 4.5.

The applicant also submitted a draft Official Plan Amendment for the site, based on policies for the Uptown portion of the City Centre. The assumptions used in the formulation of the City Centre policies are different from what would be used for development policies along arterial corridors or in sub centres.

The pertinent statistics of the proposal are listed below:

	EXISTING PERMISSION	CURRENTLY BUILT	PROPOSED
Lot Area	43900 m ²	43900 m ²	43900 m ²
Gross Floor Area	48308 m ² Office – 18580 m ² Retail – 26924 m ²	17465 m ²	Maximum residential 197550 m ² , Maximum commercial- 131700 m ² , Mix of both up to 197550 m ² as long as commercial does not exceed 131700 m ²
Density	1.1 FSI	0.39 FSI	4.5 FSI residential 3.0 FSI commercial Mix of both up to 4.5 FSI as long as commercial does not exceed 3.0 FSI
Height	45.7 metres	14.4 metres	244.1 CGD (2 to 16 storeys)

Official Plan

The site is designated “Industrial” by the former City of North York’s Official Plan and is within the Rimrock Business Park. This designation permits a range of industrial and commercial uses up to 1.0 FSI. The applicant proposes a density of 4.5 FSI for commercial and residential uses.

The Allen Road and Sheppard Avenue West intersection is also identified in the Official Plan as a potential “Sub Centre” on Map A-2, titled “Potential Re-urbanization Areas”. Part C.5 Section 3 of the former City of North York’s Official Plan set out the policies for “Sub Centres”. It states that “Sub Centres” will generally be characterized by a concentration of residential, retail and service commercial, and office uses. These area are to be developed at densities generally lower than those permitted in the City Centre (within a FSI of 1.0 to 3.0) and be located on an arterial road or at the junction of two arterial roads.

The Official Plan also contains policies for the redesignation of non-residential lands to residential (Part C.4 Section 6) and the redesignation of industrial lands for non-industrial purposes (Part C.8 Section 5.3.0).

Community Consultation:

The applicant’s proposal was presented to the community at a meeting held on March 28, 2000. Councillor Feldman and Councillor Moscoe were in attendance, in addition to the applicant, City Planning staff and approximately 25 members of the public. The following concerns and comments were raised:

- (a) Community members stressed the importance of conducting a traffic impact study that included all four corners of the Allen/Sheppard intersection, not just the proposed site at north-west corner.
- (b) Concerns with respect to the ability of the existing infrastructure to maintain present and future demands for water and sewers were voiced by a number of community members.
- (c) A number of the community members feel that the Applicant had failed to provide adequate community consultation in the development of his site plan, by appealing to the OMB, therefore, circumventing the standard planning process.
- (d) Many community members raised concerns about the possibility of development of the Idomo lands influencing the future development of the other quadrants (especially the north-east and south-west corners).

Comments from Civic Officials and Reporting Agencies:

The comments of the civic officials and reporting agencies are attached as Attachments “4” to “13”.

Planning Considerations:

As noted above, the former City of North York's Official Plan contains policies on the re-urbanization of certain areas of the City and the Allen Road and Sheppard Avenue West intersection is one of those identified. It is Council's intent to focus major redevelopment and intensification initiatives to identify areas where transit, infrastructure and community services and facilities are available and where such redevelopment creates an opportunity to make more effective uses of the infrastructure. The Official Plan also contains policies for the redesignation of industrial lands to non-industrial lands. These redesignation policies are discussed below.

1. Redesignation of Industrial Lands

These lands are part of the Rimrock Business Park. There are currently 176 firms and over 3200 employees in the Rimrock Business Park. Part C.8 Section 5.3.0 of the Official Plan sets out the criteria of the redesignation of industrial lands to non-industrial purposes. This site is located on the periphery of the industrial area, one of the criteria that must be met. In order that the redesignation of this site to non-industrial uses does not impact on the viability and stability of the other industrial uses, a buffer of non-residential use area is recommended between the proposed residential/commercial uses and the existing industrial uses. The existing retail/office building on the site could act as a buffer, but residential uses should not be permitted next to the adjacent properties.

The new development should fit within the context of the surrounding development in scale, height and built form, by requiring the building to step down to the north and west, this acknowledges the lower height and scale of the surrounding area. By using the existing store as a transition area between the proposed residential uses and the existing industrial uses north, and having the greatest height and density at the corner, the massing and scale of the new development would complement the existing area to the north and west, and also allow for reinvestment to occur around the Downsview Subway Station.

A new east-west public road linking Allen Road and Sheppard Avenue West is proposed. The greater height and density should be permitted south of the new road, set away from the industrial area. The provision of adequate parkland, amenities, community facilities and social services will be required to be provided and secured through the Rezoning process. Policies with respect to sewer and transportation capacity are also proposed, and will be secured through the rezoning process.

Part C.4 Section 6.0 of the Official Plan lists "Criteria to Guide Redesignation of Non-Residential Lands to Residential". It states that "the introduction of residential land use will not jeopardize the continued viability of commercial, industrial, institutional and open space land uses". As noted above, if the existing store is retained, it could act to buffer to the industrial area to the north and west. Further it is recommended that residential uses not be permitted on the parking lots adjacent to the existing store. Therefore, if the residential uses are located only south of the proposed new east-west road, they will not impact negatively on the neighbouring uses. The proposed development is mixed-use with limited commercial office uses, with grade-

related retail and service commercial uses and the retention of the existing commercial/industrial building providing continued employment opportunities on the site.

The Allen/Sheppard intersection and surrounding lands were subject to a comprehensive review that included the Allen/Sheppard Urban Design and Development Framework Study and a transportation review. These lands consist of a large amount of vacant lands and are prime for reinvestment around the Downsview Subway Station. Below is description of the reviews undertaken.

2. Allen Sheppard Urban Design and Development Framework Study

In dealing with the Downsview Area Secondary Plan in July, 1998, Council also requested that staff to ... “undertake a review for the north-west and north-east quadrants of Allen Road and Sheppard Avenue”. As noted above City Council adopted the report on the Allen Sheppard Urban Design and Development Framework Study (Development Framework). The purpose of the Development Framework Study was to examine the lands surrounding the intersection of Allen Road and Sheppard Avenue West, and to develop built form, public realm and streetscape guidelines for use as supporting material in the evaluation of Official Plan, Rezoning and Site Plan applications.

The Development Framework Study was adopted by City Council at its meeting of June 7, 8 and 9, 2000 for use in evaluating future developments. But as noted above, City Council recommended that the heights for this site be 45 metres at the apex of the intersection and step down to the north and west.

The structure plan of the Development Framework includes the following main components:

- (a) an organization of streets, blocks and open spaces that act as a framework for mixed commercial/residential, medium-rise residential and low-rise residential development.
- (b) Neighbourhood parks with connections, where possible, to the larger parks and ravine system.
- (c) Allen Road in its role as a high capacity arterial is to be “civilized” by the addition of a planted central median and green, treed boulevards on either side and ‘pedestrian friendly’ elements at the Allen/Sheppard intersection.
- (d) Streetscape improvements on Sheppard Avenue including a double row of trees, on the south side and a single row on the north, will provide an enhanced east-west pedestrian connection linking the neighbourhood parks, the subway and the new Parc Downsview Park.
- (e) A network of local neighbourhood streets including a single row of trees within grassed boulevards on each side of the street.

Built form and Public Realm Principles

Development of the land surrounding this intersection is intended to provide a comfortable, animated and safe environment, promoting pedestrian and transit use, create an area identity and a strong sense of place centred at the intersection. Transit-supportive development with the greatest intensity at the intersection is encouraged. The built form guidelines of the Development Framework supports this approach with the highest heights at the corner and stepping down away from the intersection to be compatible in scale and character with surrounding areas.

Staff has undertaken a shadow study of the applicant's proposal and the built form guidelines of the Development Framework study. The main difference between the two development schemes is that the Framework Study provides a greater amount of sunlight on a centrally located park than would the applicant's proposal.

The Development Framework Study, in conjunction with the Development Policies proposed in Schedule "A" of this report, are intended to guide the organization and design of built form and the public realm. The Development Policies consists of matters such as building heights; the transition in building heights; massing and scale; light, view and privacy issues; the relationship of buildings to streets and open spaces; parking and servicing access and location; the relationship of building to grade; and pedestrian comfort levels.

3. Transportation

Recognizing that transportation crosses boundaries, the transportation assessment of the Allen/Sheppard intersection was undertaken comprehensively. The review focused on taking advantage of existing rapid transit and integrated, at a strategic level the constraints presented by the road network and its ability in accommodating forecasted demand. In particular the role of the intersection and its relationship to Highway 401 and limitations on the road network presented by the airfield are critical considerations.

The following identifies the key elements, which form part of the transportation assessment.

- (a) land use - transportation analysis that focused on investing in the opportunity presented by rapid transit;
- (b) review in the context of the Downsview Area Transportation Master Plan with input from Totten Sims Hubicki transportation consultants to the City for lands within the Downsview Area Secondary Plan;
- (c) review of Traffic Impact Study prepared by transportation consultants, Lea Consultants, on behalf of the applicant for 1100 Sheppard Avenue West.

An integrated transportation-land use analysis was undertaken with the objective of investing in the opportunity presented by rapid transit and reflective of re-urbanization targets with respect to future potential for employment and residents. Uses that traditionally experience higher transit

usage such as office and residential are placed closest to the subway station and clustered within a reasonable walking distance. These were assessed at varying levels in the context of transportation infrastructure associated with the Downsview Area Secondary Plan.

The land use strategy forms part of a co-ordinated approach that along with transportation demand and supply management is responsive to the transportation system. Consideration of uses on lands further away from the subway station, include those which characteristically rely on the transportation system and in particular the road network at off peak periods. It should be noted that this is consistent with Downsview Area Transportation Master Plan.

This analysis assisted in part in guiding the uses, mix and level of development captured in the proposed development policy.

Lea Consultants submitted a Traffic Impact Study, dated May 2000 in support of the Idomo's Official Plan Amendment, which assessed in isolation of the other corners of the intersection, a development scheme for a mixed-use project. The submission was used to inform the City's comprehensive review of the intersection. The development scheme is consistent with the objective of mixing uses, such as office and residential, those which experience higher transit use closest to the subway.

The report identifies the establishment of a 20 metre public right-of-way through the site and the introduction of a traffic control signal on Allen Road north of Sheppard Avenue. These have been addressed through the implementation policy of the proposed Official Plan policy.

Policy issues raised in the report related to connections to the subway and concept of shared parking have also been captured in the development and implementation policy of the proposed Official Plan policies. Monitoring of travel patterns and levels associated with development on the site is integrated through implementation policy into the City's broader monitoring initiatives.

Recognizing that this site will develop over time, proposed development on this site will require that a traffic impact study be accompanied by a traffic certification that states that the development meets criteria related to road and intersection performance, noise and air quality in nearby residential communities, site layout, and parking. These are noted within the development policy noted below:

Any developments over 5000 m² (53,820 ft²) will be required to provide a Traffic Impact Study and traffic certification stating that the development meets with the following traffic criteria:

- (i) The site layout provides adequately for the movement needs of pedestrians, automobiles and commercial vehicles without disrupting bordering streets and properties.

- (ii) The development will not increase local residential road traffic so significantly as to produce appreciable new hazards, noise, dust and fume for nearby residential communities.
- (iii) The project provides sufficient parking while still encouraging the use of public transit, walking and cycling as alternatives to automobile use.
- (iv) The traffic resulting from occupancy of the proposed development does not significantly contribute to reducing the level of service of nearby arterial roads and their intersections with local roads to below a generally acceptable level.

4. Parks and Open Space

The Development Framework established a comprehensive linked system of parks and open spaces that provides for local parks, linear parks and pedestrian promenades.

The Development Framework Study concluded that approximately .4 ha (1 acre) of centrally located land for local public parks be secured for this site. This park would be designed for both the local residents and for people working in adjacent or nearby buildings.

Economic Development, Culture and Tourism has noted the requirement of an on site parkland dedication as there are no existing neighbourhood parks located in close proximity of the subject lands. The size, final location, grading, configuration and development of the parkland will be subject to approval of the Commissioner of Economic Development, Culture and Tourism.

5. Municipal Servicing

Sanitary Sewers

Sanitary sewage from the site drains to the West Don Sanitary Trunk Sewer. Various local and sub-trunk sanitary sewers service the subject lands to the West Don Sanitary Trunk. It is anticipated that existing local and sub-trunk sanitary sewers will require upgrading to provide additional capacity to service the proposed development densities. As the capacity limit within the Trunk is approached, a full analysis of remaining capacity and a reassessment of future development must be undertaken. The City may also implement a demand management plan for allocation of available Trunk sewer capacity as the Trunk capacity limit is approached.

Prior to the enactment of any zoning by-law, Council shall ensure that adequate trunk, sub-trunk and local sanitary sewer capacity is available to serve the proposed development.

Improvements to trunk and sub-trunk sanitary sewers needed for development will be funded through the Development Charges, and improvements to local sewers for specific developments will be funded at the applicant's cost.

Water Supply

The site currently lies within the boundaries of Pressure District 5 of the City's water supply network, which results in marginal static water pressures on the lands. Additional development will require adjustment of the Pressure District boundaries to include the subject lands within Pressure District 6 to achieve required static water pressures. Prior to the enactment of any zoning by-law, Council shall be satisfied that adequate water supply and pressure are available to serve the proposed development by appropriate water network analysis funded at the applicant's cost.

Improvements to local water mains for specific developments will be funded at the applicant's cost.

Storm Drainage

Stormwater quantity and quality management facilities shall be provided to the satisfaction of the City in accordance with current stormwater management policies and in consultation with the Toronto and Region Conservation Authority. Council encourages sustainable management of stormwater runoff, not to exceed pre-development flows, and the promotion of water quality treatment on a comprehensive watershed basis rather than on-site treatment.

Stormwater management facilities and new storm sewers for specific developments will be funded at the applicant's cost. Applicants will be required to provide on-site stormwater quantity storage for runoff in excess of permitted discharge rates and stormwater quality treatment facilities. The City will consider cash in lieu of on-site water quality treatment facilities to achieve Council's goal of water quality treatment on a comprehensive watershed basis.

Roads

New roads required for development shall be established through Plan of Subdivision. Improvements to existing roads that are required by traffic impact studies shall be provided at the proponent's cost.

Monitoring the impact of development on sanitary sewers, municipal water supplies and storm sewers is required to ensure that levels of service in adjacent lands are not reduced. It is the policy of Council to ensure adequate servicing capacity is available prior to the enactment of a zoning bylaw permitting the development. Development policies related to municipal servicing are noted in Schedule "A" and are the same as the Municipal Servicing Policies in OPA 464.

6. Environmental Issues:

As these lands were formerly used for and/or designated for industrial purposes, it is the policy of Council to ensure that the redevelopment of former industrial sites be undertaken in a manner that promotes safe and healthy environmental conditions.

Criteria for the redesignation of non-residential land is describe in Part C.8 Section 5.4.0 of the Official Plan and shall form part of the evaluation of this development since it includes a residential component.

7. Affordable Housing

As this site could contain represent a significant residential component it is important to achieve a range of unit types and size. It is the policy of Council to ensure an affordable housing component in large residential developments. Therefore, all residential developments will be required to provide affordable housing in accordance with the policies of Part C.4 of the Official Plan, which ensures affordability by requiring a percentage of units with maximum unit sizes.

PROPOSED POSITION ON THE APPLICATION FOR 1100 SHEPPARD AVENUE WEST:

The redesignation of the subject site from industrial to a mix of commercial and residential is supported by the policies in the Metropolitan Toronto Official Plan and the policies in the North York Official Plan. Based on the comprehensive analysis of built form, transportation and other infrastructure requirements for the Allen Road and Sheppard Avenue West intersection, this site should be permitted a mix of commercial residential uses at a density 3.0 FSI and be designated Mixed Use (MU). Although a mix of residential, commercial office and retail development would be permitted close to the Downsview Subway Station, a buffer zone from the industrial area to the north and west is recommended. The analysis undertaken does not support the 4.5 FSI, that the application has applied for, but can support a mixed use commercial residential development based on the Development Policies listed in Schedule “A” of this report and the Allen Sheppard Urban Design and Development Framework Study. In order to secure the infrastructure required for this development, the enactment of any zoning by-law will be conditional on the completion of a plan of subdivision.

This report recommends that the City Solicitor seek approval of the position of City Council for 1100 Sheppard Avenue West substantially as shown on Schedule “A” attached to this report at the Ontario Municipal Board.

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List of Attachments: (1-14 on file)

Schedule “A”- Proposed Draft Official Plan Policies

Attachment 1 - Existing Official Plan Map

Attachment 2 - Proposed Official Plan Map

Attachment 3 - Existing Zoning Map

Attachment 4 - Economic Development, Culture & Tourism, Policy and Development

Attachment 5 - Toronto Catholic District School Board

Attachment 6 - Toronto Transit Commission

Attachment 7 - Fire Services

Attachment 8 - Transport Canada

Attachment 9 - Works and Emergency Services, Transportation Services

Attachment 10 - Works and Emergency Services, Technical Services (January 6, 2000)

Attachment 11 - Community & Neighbourhood Services, Public Health

Attachment 12 - Bombardier

Attachment 13 - Works and Emergency Services, Technical Services (June 6, 2000)

Attachment 14 – Applicant’s Submission and draft OPA

SCHEDULE “A”

PROPOSED DRAFT OFFICIAL PLAN POLICIES 1100 Sheppard Avenue West (IDOMO Site)

The following text constitutes Amendment No. ____ to the Official Plan of the City of North York.

ITEM 1

Clause 1

Resignation of the lands, known municipally in 1999, as 1100 Sheppard Avenue West, on Map C.1 to “Mixed Use”

Part C Section 9.____ is amended by adding the following:

9._. _ LANDS AT THE NORTH WEST CORNER OF ALLEN ROAD AND SHEPPARD AVENUE WEST

The lands identified above and shown on Map C.9. ____ are designated Mixed Use (MU) in the Official Plan and are subject to the following:

Land Use and Density

- (a) The detail range of permitted land uses is listed in Part C.1 Section 2.1 – Mixed Use (MU);
- (b) The site will be a predominately residential development site providing opportunities for new residential uses with a mix and range of unit types. New development will be focused primarily along the Allen Road and Sheppard Avenue West frontages and shall be encouraged to locate non-residential uses such as retail or small offices at grade. Appropriate buffering shall be provided to the industrial lands to the north and west.
- (c) A centrally located public park be provided;
- (d) The maximum density of up to 3.0 FSI shall be permitted based on the following development policies:

Development Policies

Built Form

- (a) Height and building intensity are to be concentrated at the intersection of Sheppard Avenue and Allen Road. Buildings at the intersection may have a height of 45 metres.
- (b) Buildings are to step down in height away from the corner to provide a transition to the stable industrial areas to the west and north. Buildings along Allen Road and Sheppard Avenue are to define the streets in a balanced manner.
- (c) Buildings are to be massed, at an appropriate scale, to ensure good sunlight, sky views, and wind conditions in streets, parks and open spaces as described in the Allen Sheppard Urban Design and Development Framework Study.
- (d) Buildings are to be sited and organized to achieve a harmonious relationship to the planned built form context through building massing and setbacks, roofline, profile, scale, texture, architectural detail and expression.
- (e) Buildings are to be sited and organized so that principal windows and walls are separated to ensure adequate light, view and privacy as described in the Allen Sheppard Urban Design and Development Framework Study. All streets, parks and publicly accessible open spaces are to be overlooked by active building faces.
- (f) Street related buildings are to be generally sited parallel to the public street and along the edges of parks and open spaces.
- (g) The public faces of these buildings are to align with neighbouring buildings in a manner that defines these spaces in a continuous manner like the walls of a room.
- (h) Buildings should be sited and organized at-grade to enhance the public nature of streets, open spaces and pedestrian routes. Grade related dwellings, retail uses and entrance lobbies are encouraged in these building faces to provide for safe, animated streets and open spaces. Building entrances are to be located on public street frontage, visible and accessible from the public sidewalk.
- (i) Parking, servicing, mechanical equipment and automobile drop off are to be located in a manner that has a minimal physical impact on public sidewalks and accessible open spaces. Shared driveways, service courts at the side and rear of buildings are to be provided for these functions and ramps to parking garages should be provided within the building.
- (j) Resident, visitor and retail parking are to be generally located below grade.
- (k) To promote the comfortable pedestrian use of streets, parks and open spaces, development is to provide:

- (i) well-designed, coordinated landscape improvements to sidewalks and boulevards on important pedestrian and publicly accessible open spaces including walkways, setbacks adjacent to the public sidewalks, and where appropriate, laneways that promotes access, orientation and confidence of personal safety;
 - (ii) appropriate landscape treatments including trees and lighting throughout parking lots in order to improve the appearance of the lots and along the edges and to contribute to the visual continuity of the street edge and environmental quality, while encouraging the safe use of these spaces;
 - (iii) high quality usable open spaces which are physically and visually linked to streets, parks and mid-block pedestrian routes;
 - (iv) a pedestrian weather protection system of canopies, awnings, or colonnades incorporated into new development along the sidewalk edge of important pedestrian streets or edges of certain open spaces and at the entrances to buildings;
 - (v) barrier free design of buildings, streets and publicly accessible open spaces.
- (l) Large surface parking areas are generally discouraged and, in the long term parking, is encouraged to be located below grade. Where surface parking must be provided the visual impact of large surface lots shall be mitigated with significant landscaping and pavement treatments including trees and lighting throughout parking lots and along the edges.

It is the Policy of Council that the Consolidated Allen Sheppard Urban Design and Development Framework Study be attached as a Appendix to the Official Plan, and form part of the guiding framework for future development.

Transportation

- (a) Developments which exceeds 5000 m² (53,820 ft²) in gross floor area will be required to provide a Traffic Impact Study and traffic certification by a qualified transportation consultant stating that the development meets with the following traffic criteria:
- (i) The site layout provides adequately for the movement needs of pedestrians, automobiles and commercial vehicles without disrupting bordering streets and properties.
 - (ii) The development will not increase local residential road traffic so significantly as to produce appreciable new hazards, noise, dust and fumes for nearby residential communities.
 - (iii) The project provides sufficient parking while still encouraging the use of public transit, walking and cycling as alternatives to automobile use.

- (iv) The traffic resulting from occupancy of the proposed development does not significantly contribute to reducing the level of service of nearby arterial roads and their intersections with local roads to below a generally acceptable level.

Pedestrian Circulation

- (a) It is the policy to encourage walking and the use of bicycles by the provision of:
 - (i) Pedestrian and cycling paths with direct and convenient connections to rapid transit stations and bus stops; and
 - (ii) An adequate supply of secure bicycle parking on public sidewalks, near transit stations and high activity areas, and in park areas.

Public Art

- (a) Council supports and encourages the achievement of public art in publicly accessible locations as a means to create an interesting and attractive urban environment and to commemorate the military and aviation history associated with the lands.
- (b) To meet this objective, it is Council's policy that public art, including but not limited to sculptures, landscape design, structures, architectural treatment, murals, statues, functional elements such as street furniture and related elements created by artists or in collaboration with an artist be provided. More particularly, Council shall:
 - (i) provide opportunities for public art on city owned lands;
 - (ii) secure significant public art in all developments exceeding 20,000 m² of total gross floor area; and
 - (iii) Council will seek public art contributions of one percent of the gross construction cost of the development.

Municipal Servicing

- (a) New infrastructure or improvements to existing infrastructure, including roads, sanitary and storm sewers, municipal water and electricity supplies, required to serve proposed development shall be provided and paid for by the developer.
- (b) Conduits and associated infrastructure to support the installation of future telecommunications networks within the road allowance shall be provided.
- (c) Development proponents shall provide engineering studies and designs as required by the City and other appropriate agencies to assess the desirability and feasibility of proposed engineering works and modifications, and all required infrastructure will be designed and built to City standards, be provided at locations approved by the City and be conveyed to

the City at nominal cost and free of encumbrances, prior to the occupancy of development requiring that infrastructure.

- (d) Council shall explore opportunities to enhance the levels of service provided in adjacent areas during the review of studies and designs for development-related engineering works and modifications and may, where appropriate and feasible, seek to improve services in the context of the proposed development-related engineering works.
- (e) Stormwater management facilities shall be provided to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority. Council encourages sustainable management of stormwater runoff, not to exceed pre-development flows, and the promotion of water quality treatment on a comprehensive watershed basis rather than on site.
- (f) Prior to the enactment of any zoning by-law for development on these lands, a plan of subdivision should be completed in order to secure the related infrastructure improvements required.

Schools

- (a) Council recognizes that schools are an integral community resource that serve the educational and community needs of residents within the City. Accordingly, Council shall seek to ensure that adequate school facilities are or will be available on a timely basis to meet the demand of new residential development.
- (b) When considering rezoning or subdivision applications for proposed residential development, Council shall consult with the Toronto District School Board and the Toronto Catholic District School Board to assess the anticipated impact of development on the adequacy of existing and proposed school facilities designated to serve students from proposed development and the need for additional school facilities.

IMPLEMENTATION

This Plan is to be implemented using some or all of the following:

- (i) detailed zoning by-laws, Section 37 by-laws, “H” (holding) by-laws, plans of subdivision, consents, part lot control, and site plan review;
- (ii) enactment of zoning of this property shall be dependent on the execution of a subdivision agreement between the owner and the City for the provisions of all roads and services. The determination of any triggers required for the imposition and removal of any holding zones shall be dependent on the servicing requirements identified through the plan of subdivision process; and
- (iii) sub-division agreements, site plan agreements and Section 37 agreements to secure the provision of facilities, services or matters required for the desirable development of the

lands or to meet the objectives set out in this Plan, such as, but not limited to, the provision of public infrastructure, pedestrian underpasses, public art, off-site improvements, sanitary and storm sewers, municipal water supply and easements for such facilities and services.

“H” By-laws

As permitted by the Planning Act, Council may, when enacting by-laws to permit development in accordance with this Plan, append an “H” symbol to the zone district on the map schedules of the Zoning By-law as (H). The by-law shall specify the use to which lands, buildings or structures may be put at such time in the future as the Holding Symbol is removed by amendment to the by-law.

The Holding Symbol will be removed from the by-law at such time as agreements pursuant to Sections 37, 41 or 50 of the Planning Act, 1990, as the case may be, have been executed to secure the provision of such facilities, services or matters required for the desirable development of the land or which meet public objectives set out in this Plan and the North York Official Plan, as set out in Section above.

Roads

- (a) Through rezoning application and plan of subdivision establish and secure the necessary transportation infrastructure including but not limited to a 20 metre right of way through the land as a public road from Sheppard Avenue West to Allen Road and other measures such as traffic control signals and signage.

Travel Demand Management

- (a) The City will encourage proponents of major office and employment developments to develop and implement appropriate travel demand management strategies to reduce peak period automobile trips and facilitate non- auto modes of travel such as transit, walking and cycling. In addition measures to support transit use, such as maximum parking standards, shared parking arrangements, public-parking structures, and payment in lieu of parking may be required on sites within walking distance of rapid transit stations.
- (b) Transportation Impact Studies submitted in support of development applications shall identify and assess the feasibility and impact of travel demand management measures. The recommendations of these studies shall include the implementation of a travel demand management program for the proposed development.

Monitoring

The City will integrate into the formal monitoring program, development levels and patterns addressing the following:

- (i) transit ridership, traffic volumes, travel patterns, parking, and traffic infiltration in residential areas;

- (ii) sanitary sewers, municipal water supplies and storm sewers;

To ensure the capacity of these facilities keeps pace with the development and that levels of service in adjacent areas are not reduced, Council shall not enact zoning by-laws permitting development to proceed unless Council is satisfied that adequate capacity to serve the proposed development is available or will be provided prior to the occupancy of any development which relies on it.

Development Plans

To provide a context for co-ordinated incremental development and assist Council in evaluating the conformity of proposed development with the relevant provisions of this Plan and the Allen/Sheppard Urban Design and Development Framework, Council will require the submission of a Development Plan prior to approving development on lands.

Development plans will indicate the relationship of proposed buildings, structures and open spaces to adjacent developments and development sites, public spaces, roadways and pedestrian routes and should demonstrate how the development policies of this Plan will be achieved. More specifically, such plans will show:

- (i) the proposed massing of buildings, including heights, setbacks, and distribution of density;
- (ii) the location, dimensions and character publicly accessible private open spaces and pedestrian routes, showing their continuity and complementary relationship to adjacent public spaces, pedestrian routes and streets;
- (iii) protection and enhancement of significant views and landscape focal points;
- (iv) The general location, size and treatment of surface parking facilities and vehicular access points in sufficient detail to identify locations where parking amongst different building sites or uses may be shared and to assess the effect of these facilities on public sidewalks and pedestrian routes;
- (v) the location of street-related uses and principal pedestrian entrances to buildings and the relationship of such uses and entrances to street frontages to ensure that the role of the public street and pedestrian movement along the street is supported and reinforced.

Other Development Requirements

Where applicable, studies of noise and vibration may be required to be submitted in support of applications proposing the development of sensitive land uses in proximity to sources of noise vibration, such as the TTC subway, arterial roads, highways or existing industrial operations. These studies shall assess existing and forecast conditions, evaluate existing on-site mitigation features, and recommend additional required mitigation measures.

Long Term Growth Policy

Council intends that a significant amount of development will occur at this intersection, in close proximity to the Downsview Subway Station, by assigning a Mixed Use designation, and assigning subway-related densities. Further, Council may allow for amendments to the Official Plan policies for this site, subject to the following criteria being met:

- (i) the proposal is consistent with the Allen Sheppard Urban Design and Development Framework Study and the Official Plan Development Policies for this site;
- (ii) the proposed development will enhance and preserve nearby stable areas;
- (iii) the proposed development responds to further improvements to the rapid transit system, such as the extension of the University/Spadina line northward or other transportation improvements.